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SECURITY INFORMATION

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25X1

Apatin (Kilometer 1401)

1. The port of Apatin on the Dambe is principally noted for a small shipyard.<sup>1</sup> The shipyard extends into the water, is between 500 to 600 meters long, and extends 200 meters inland.
  - a. The entire installation is surrounded by barbed wire and wooden boardings. It is guarded by militia.
  - b. The shipyard has the following equipment:
    - (1) A self-propelled crane with a lifting capacity of 1,500 kilograms;
    - (2) A smaller stationary crane with a lifting capacity of 500 kilograms;
    - (3) A drydock; and
    - (4) A motor testing stand.
  - c. For the past three years the motor ship ZURICH has been moored at the shipyard. The ship is ready for use except for its engines. It is now awaiting their delivery.
2. The channel downriver from Apatin is very winding and difficult to navigate and tugboats do not attempt to maneuver the course at night. Apatin is equipped to tie up a number of tows for the night and the crews are accommodated in a special bargemen's hostel in the town.

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- 2 -

Batina (Kilometer 1425)

3. Near the village of Batina on the Danube there is a natural shelter for ships:
  - a. The shelter has been dredged and enlarged to protect the ships from winter ice;
  - b. The shelter is approximately one kilometer long and 50 to 65 meters wide;
  - c. The average water depth in the shelter is 1.75 meters, and the depth at the entrance is 2.50 meters;
  - d. The shelter can accommodate approximately 60 barges at one time. They are moored along the banks, and the ice in the center of the channel is broken from time to time to ease the pressure on the ships;
  - e. No loading or unloading facilities are available in the shelter.
4. The nearest railroad is in the town of Bezdan, approximately six kilometers away.
5. A ferry operates between Batina and Bezdan, on the opposite side of the Danube.
  - a. The ferry consists of a large barge towed by a 75 to 100 horsepower motorboat;
  - b. It can accommodate 80 persons or two trucks; and
  - c. It takes approximately 10 minutes to make the crossing.
6. North of Batina is a signal station for the control of traffic in the narrow portion of the Danube channel next to the Hungarian frontier.
  - a. Tugboats leaving Batina on an upriver trip give a whistle blast to announce their intention of proceeding;
  - b. If the channel is clear, the signal station hoists two red balls; and
  - c. If the channel is not clear, a red and white flag is hoisted and the tugboat must wait for the downriver tug to pass.
7. The lock in the King Peter canal at Batina is 62 meters long, 8.40 meters wide, and 1.90 meters deep. Only one barge and one tugboat can be accommodated at any one time. Very little traffic moves on the canal except in the fall when the sugar beet crop is brought to Batina.

Bosanska Raca<sup>2</sup>

8. Bosanska Raca on the Sava river is becoming an increasingly important port for the loading of coal, both for domestic use and for export. The coal comes from the nearby Raca mines. A large amount of wood is also loaded at this port, and it constitutes a link between Bosnia and Serbia. The town itself has only 4,000 to 5,000 inhabitants.

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- 3 -

25X1

Donji Milanovac (Kilometer 993)

9. A loading station from which pyrites are shipped out in barges to domestic and limited foreign processors is located in the port of Donji Milanovac. Overhead cable conveyors bring the pyrites from nearby mines. A barge of a 550 ton capacity can be loaded in eight hours by these conveyors.
10. During the winter months the town of Donji Milanovac is often cut off from the outside world because the only route of communication other than the river is the Tekija-Kladovo road which is frequently blocked by snow.

Ivanovo

11. Near the town of Ivanovo on the Danube is a natural shelter for ships and barges.
  - a. The shelter is used to protect vessels from ice during the winter and would make an excellent hiding place for ships in wartime.
  - b. The shelter is approximately 3,000 meters long, and 50 to 60 meters wide. The entrance is 30 to 50 meters wide.
  - c. The water level at the entrance is approximately 2.5 meters, while in the shelter it is from two to four meters.
  - d. The shelter can accommodate about 300 vessels at one time.
  - e. However, it is difficult to obtain supplies for the crew as Ivanovo is a small village and the nearest supply centers are far away.

Kladovo (Kilometer 935)

12. Kladovo, on the Danube, is an unimportant way station. Ships tie up here and at Kostol, three kilometers downriver, while waiting to pass through the Sip channel.
13. A natural winter shelter for barges is located near Kladovo. It can accommodate 30 vessels at one time, but is unreliable because the river ice sometimes breaks through into the shelter.

Mitrovica (Kilometer 136)

14. Mitrovica is an important grain loading port on the Sava river.
  - a. A 1,500 meter masonry embankment on the left bank of the river serves as a loading quay and as a levee.
  - b. Sremska Mitrovica on the left bank is joined to Podrinjska Mitrovica on the right bank by a pontoon bridge. During the winter months this bridge is removed to avoid damage by ice.
15. A small shipyard is located in Mitrovica. It was recently enlarged and augmented with equipment from the shipyard in Apatin. This move was made because Apatin is dangerously close to the Hungarian frontier.
  - a. The shipyard has a small drydock and a shop for the construction of marine engines.

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- 4 -

- b. The shop specializes in the repair of barges and in the construction of small motor boats powered by 25 horsepower engines and bearing a crew of three or four.

Novi Sad (Kilometer 1255)

16. The port of Novi Sad itself is of small importance. The town is noted principally for its excellent winter barge shelter and for its shipyard:
- a. The winter shelter accommodates 130 to 150 barges and is perfectly safe from river ice floes.
  - b. The shipyard is located on an island in the Danube and employs 600 to 800 workers. It is equipped with a drydock which can hold three vessels end to end or two vessels side by side. The vessels are maneuvered over cradles and the cradles are then manually pulled up into the drydock.
  - c. A railroad bridge across the Danube at Novi Sad is used for highway traffic as well as trains, but not simultaneously.

Pancevo (at the junction of the Danube and Tamiš rivers)

17. The Pancevo Tamiš port has lost some of its importance since the construction of a new steel bridge across the Danube near the village of Visnjica. This bridge has brought the town into direct highway and rail contact with Belgrade and other right bank points.
18. The harbor at Pancevo is equipped with modern silos and loading facilities.
19. The Tamiš river which connects the main part of the town with the Danube river is used as a winter shelter for tugs and barges.
20. There is a military airfield near Pancevo.

Prahovo<sup>3</sup> (Kilometer 861)

21. The port of Prahovo links Serbia with Danube river traffic. The area which it services is rich in export goods. Because of its convenient location, plans are now being made to enlarge and modernize the port. At the present time traffic is not great, since all ships on this portion of the Danube are carefully controlled because of the border situation.

Sabac (Kilometer 103)

22. At the town of Sabac, the Sava river is spanned by a steel railroad bridge. The bridge was destroyed during World War II and rebuilt in 1948. The bridge is used for highway motor traffic whenever it is not being crossed by a train.
23. The Zorka chemical factory, which employs approximately 2,000 workers, is located in Sabac. Its products are shipped by rail.

Smederevo<sup>4</sup> (Kilometer 1116)

24. The "Sartid" iron foundry and a large oil refinery are located in Smederevo. Despite the important traffic the port handles, the harbor has no modern mechanical facilities. All freight handling is manually performed, and

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- 5 -

even the shipments of pyrites from Bosnia are carried to the barges in wheelbarrows. The port does, however, have a drydock which is served by a travelling crane with a lifting capacity of 1,500 kilograms.

25. Railroad cars are ferried across the Danube at Smederevo aboard a device consisting of a platform across two barges which are towed by a 200-250 horsepower tug.

Sremski Karlovci (Kilometer 1244)

26. The port of Sremski Karlovci is of minor importance and is used only occasionally by passenger and freight vessels because excellent highway and railroad connections eliminate the need for river transport.
27. The port is not used for winter tie-up purposes because of strong currents which move the ice floes when they are thawing, thus endangering any moored vessels.
28. A small ferry barge towed by a 50 horsepower motorboat connects the town with the left bank of the Danube.

Vukovar (Kilometers 1333 - 1336)

29. The port of Vukovar is an important freight and passenger center.
- a. Lumber and bauxite in large quantities are shipped from here while pig iron and coke are the largest incoming traffic.
  - b. The harbor is served by a stationary 3,500 kilogram capacity crane and by a 1,500 travelling crane which moves on a caterpillar track. The larger crane was built in 1948.

Zemun<sup>5</sup>

30. The port of Zemun on the Danube is no longer of great importance in Danube shipping although a certain amount of local traffic still passes through the port.

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